Manchester

Area Redevelopment Plan

THE CITY OF
CALGARY
PLANNING & TRANSPORTATION POLICY

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MANCHESTER

Area Redevelopment Plan

THE CITY OF CALGARY
PLANNING & TRANSPORTATION POLICY

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EXECUTIVE SUMMARY

What is an Area Redevelopment Plan (ARP)?

Area Redevelopment Plans (ARPs) are planning documents that set out comprehensive programs of land use policies and other proposals that help guide the future of communities. An ARP supplements the Calgary Land Use Bylaw (2P80) by giving a local policy context and specific land use and development guidelines on which the Approving Authority can base its judgement when deciding on development proposals. While land use districts (zones) and their accompanying rules under the Land Use Bylaw apply uniformly throughout the City, an ARP provides a community perspective to the land use districts within a community. An ARP also provides guidance for the City Administration in undertaking actions and programs relating to a community.

The expected planning horizon of the Manchester Area Redevelopment Plan is 10-15 years. The planning period may vary however due to transportation infrastructure improvements, to general growth trends within the area or to certain specific land use changes and trends in Manchester. It is important therefore that an evaluation of the effectiveness of the Plan in meeting its objectives be undertaken when circumstances warrant.

Format of an ARP

The Area Redevelopment Plan is made up of the white pages only in this document. The white pages are adopted as a bylaw by City Council. Any changes to the policies included in the white pages require an amendment to the ARP bylaw with a public hearing and advertising requirements as set out in the Municipal Government Act. The blue pages that contain the background and supporting information have no legal status.

Implementation

It should be noted that municipal improvements recommended in this Plan are subject to the City's capital budget and approval process.

The Area Redevelopment Plan in Summary

The ARP recommends:

1. The development of a portion of the Manchester that is bounded by 55 Avenue in the north, by the north-south lane between 1A and 2 Streets in the east, by the south property line of Chinook Place Apartments and of the four vacant lots on the south side of 57 Avenue between 2 and 3 Streets, and by 3 Street in the west as a residential community that can be protected from traffic noise on Macleod Trail and buffered from industrial noise impacts;

2. Uses including apartments, grocery stores, home occupations - Class I & II, offices, personal service businesses, retail stores, restaurants/drinking establishments, stacked townhouses, and townhouses;

3. Apartment-hotels as an additional use for the south portion of the former Manchester School site;

4. A minimum density of 148 units per hectare (60 units per acre) except for sites 4000 square metres (or 1 acre in size) and larger which will have a minimum density of 321 units per hectare (130 units per acre);

5. Parking relaxations for apartments and townhouses that are 37.16 square metres (400 square feet) or less to encourage affordable housing. A maximum of 25% of the units (50% for the south portion of the former Manchester School site) may be granted this relaxation;

6. Commercial uses in a residential building being a maximum of 75 square metres (807 square feet) to encourage small commercial uses that cater to local pedestrian traffic;

7. The development of 2 Street SW and portions of 57 and 58 Avenues as an enhanced pedestrian area;

8. The landscaping and tree planting requirements of the Land Use Bylaw not be relaxed in exchange for vehicular parking to encourage the regular upgrading and maintenance of landscaping on the enhanced pedestrian areas (2 Street and 57 Avenue), Macleod Trail and 58 Avenue;

9. Phase 1 environmental site assessments may be required for all land use redesignation and development permit applications to address the concern about site contamination from adjoining industrial properties;
10. The retention of the existing PE site for park use; and
11. No land use policy change for the industrial area.

1.0 AREA REDEVELOPMENT PLAN

1.1 Boundaries

The Manchester study area is approximately 30 gross hectares/74 gross acres and is located in south central Calgary (Map 1). It is bounded in the west by Macleod Trail and automotive services, restaurants, motels and hotels. It is bounded in the north by 50 Avenue SW, an electrical substation and a temporary recreational use. It is bounded in the east by the LRT and CPR tracks and industrial uses. It is bounded in the south by 58 Avenue SW, office and local commercial uses.

1.2 The Overall Goals

To achieve the goals of Calgary's Municipal Development Plan, the ARP recommends:

1. Establishing a vital residential community with local commercial uses that are compatible with the existing adjacent general light industrial uses and that can function within the existing transportation system;
2. Providing accommodation close to employment opportunities; and
3. Protecting existing industrial uses from residential encroachment.

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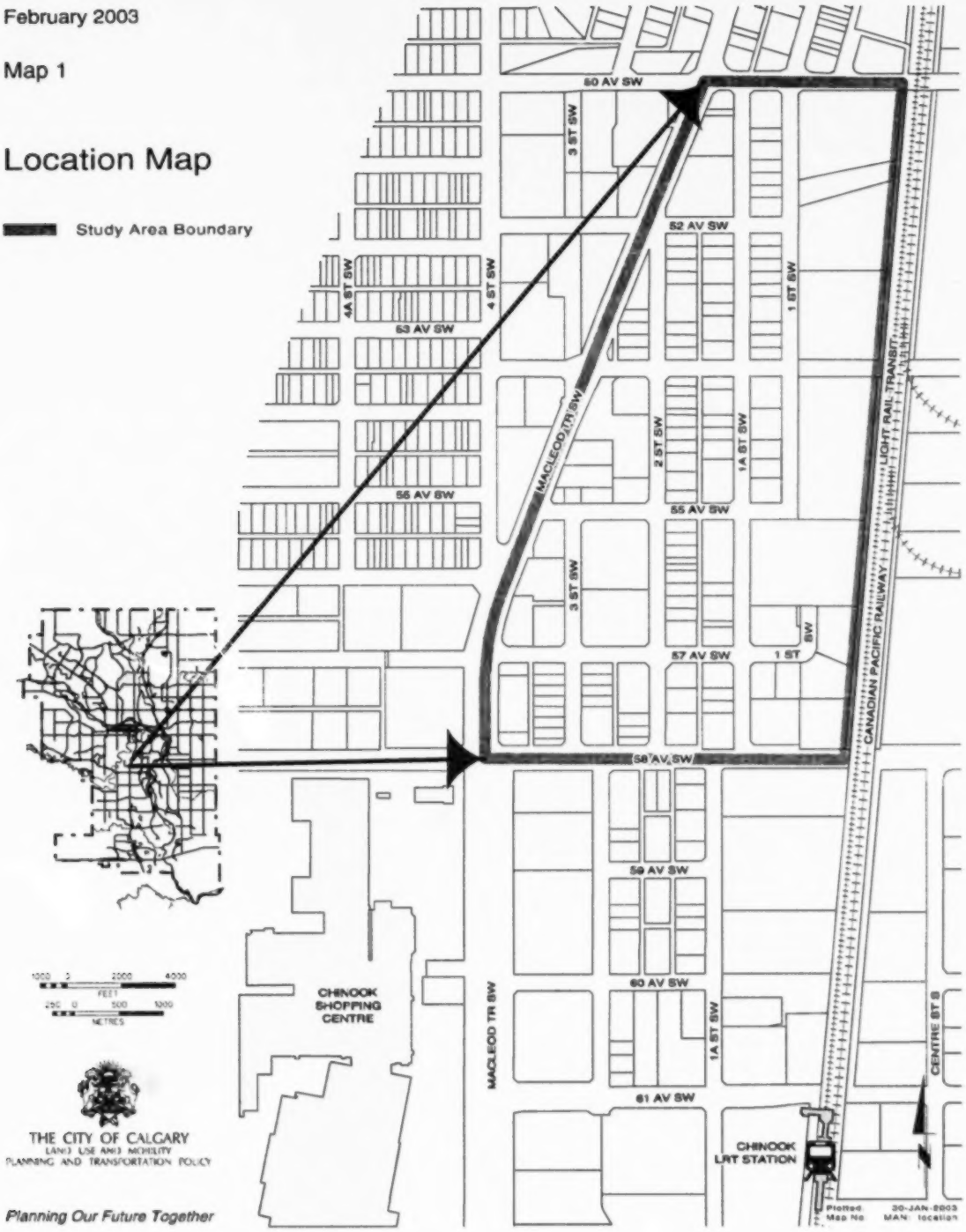
Map 1

Location Map

Study Area Boundary



1.3 Transportation

1.3.1 Context

The study area is bounded by high traffic arterial roadways Macleod Trail in the west and 58 Avenue in the south. The intersection of Macleod Trail and 58 Avenue is currently operating at what is considered to be "at capacity". Consequently, full development of the Manchester area for commercial or industrial land uses is not recommended, as such developments would further worsen the existing traffic capacity problems.

While intensive commercial and industrial development is constrained, residential land uses can take advantage of capacities available through reverse traffic flows in the surrounding road network.

The need for a traffic signal at Macleod Trail and 53 Avenue was identified during the preparation of this ARP. The undesirable consequence of installing a traffic signal at that location is the potential for shortcutting traffic east of Macleod Trail between Macleod Trail and 58 Avenue and west of Macleod Trail into the Windsor Park community.

1.3.2 Objectives

The transportation policies are based on the following objectives:

1. To define the function and hierarchy of roads in the community;
2. To provide for a safe and efficient circulation system by ensuring reasonable access to and from the community; and
3. To ensure that new development within the community will address the transportation constraints.

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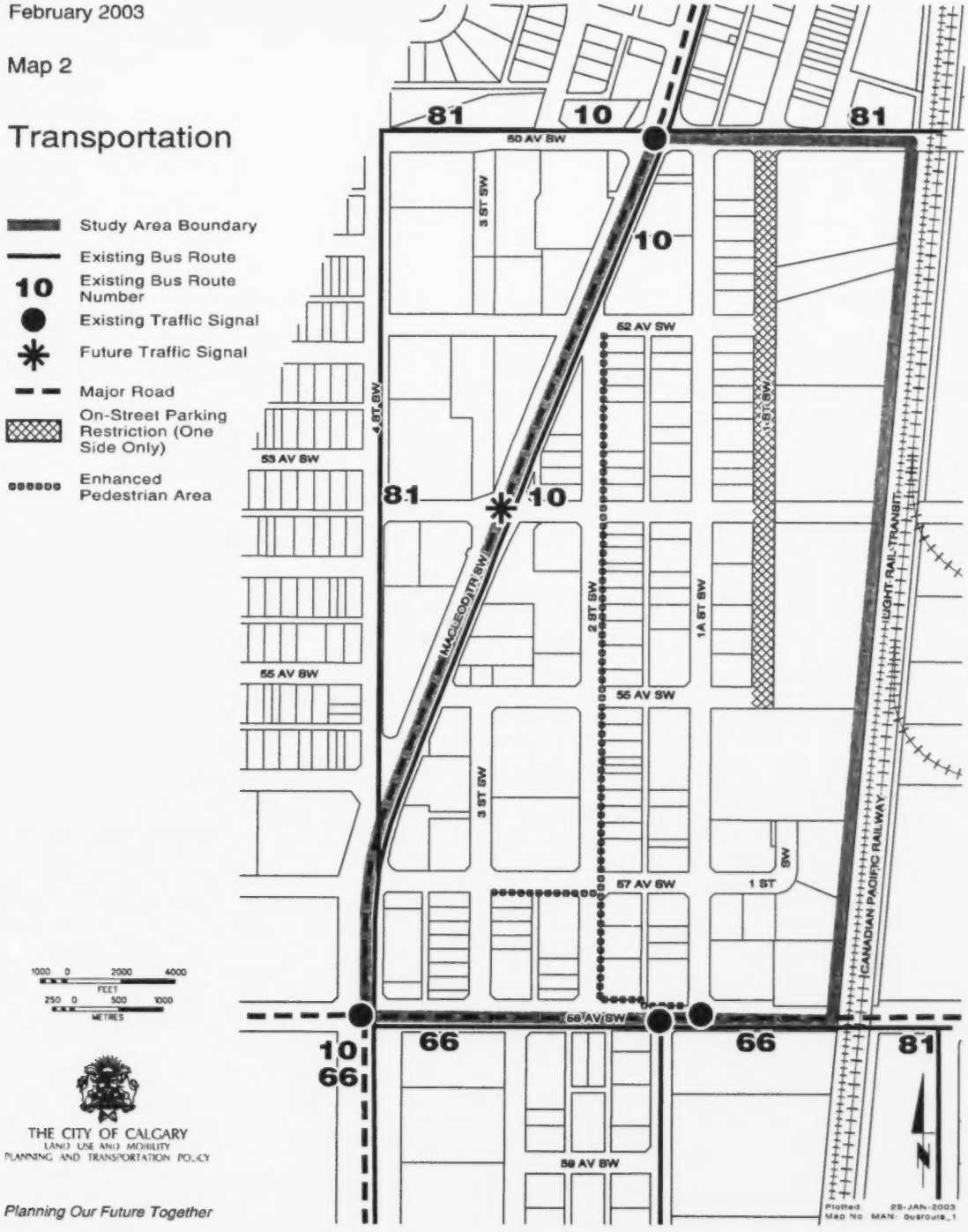
Map 2

Transportation



1.3.3 Policies

1. In accordance with the Calgary Transportation System Bylaw, the roads in the community should retain their existing designations as follows:

   Major roads:

   - Macleod Trail,
   - 50 Avenue, and
   - 58 Avenue.

   There are no collector roads.

   The other roads in Manchester are local roads (Map 2).

2. To accommodate new development in the Manchester area, a new traffic signal may need to be installed at Macleod Trail and 53 Avenue SW.

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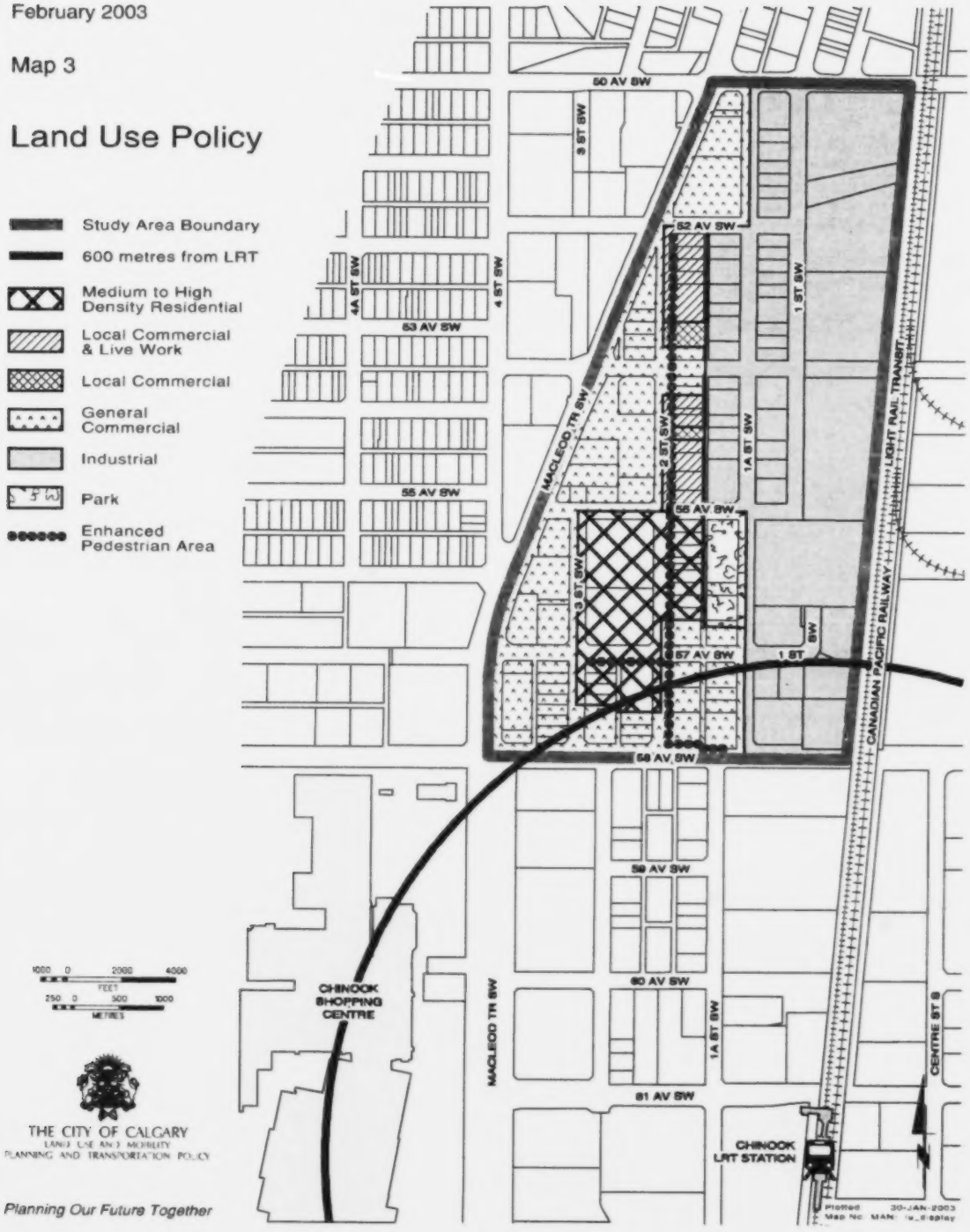
Map 3

Land Use Policy



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1.4 Residential Land Use

1.4.1 Context

A small residential area of approximately three gross hectares (eight gross acres) is proposed that would allow a variety of dwelling types with a range of medium to high densities that would replace the original low density residential dwellings. This small residential area is only a portion of the original Manchester community and includes the former Manchester School Site. This residential area would be protected from traffic noise by a wall of buildings with commercial uses on Macleod Trail and would be buffered from industrial noise by office development and park space on 1A Street SW (Map 3). Residents would be able to live close to employment opportunities. Existing industrial businesses would at the same time be protected from residential encroachment. This plan would support the conversion of the old Manchester School into residential units.

In considering the option of a long-term residential land use in Manchester, the stable nature of the 14-storey apartment built in 1982 and the continuing use of the older homes on 2 Street for residential purposes was taken into account.

The Former Manchester School Site

Suggestions
for the enhanced pedestrian area.

Benches are encouraged on 2 Street.

Open spaces in the side yards between apartments are encouraged.

1.4.2 Objectives

1. To encourage the development of a residential community in close proximity to the downtown and to Calgary's industrial areas;
2. To minimize the impacts of traffic noise and industrial noise on the residential community;
3. To support and encourage the development of affordable housing units where feasible; and
4. To improve the interface between residential and industrial uses.

1.4.3 Policies

1. A medium to high density residential community is proposed for a portion of Manchester bounded by 55 Avenue SW in the north, by the north-south lane between 1A and 2 Streets in the east, by the south property line of Chinook Place Apartments and of the four vacant lots in the south and by 3 Street in the west (Map 3).
2. Densities recommended for sites up to and including 4,000 square metres (43,057 square feet) range from a minimum of 148 units per hectare (60 units per acre) to a maximum of 321 units per hectare (130 units per acre). For sites over 4,000 square metres (43,057 square feet) densities recommended range from a minimum of 321 units per hectare (130 units per acre) to a maximum of 395 units per hectare (160 units per acre).
3. Uses allowed include apartments, apartment-hotels (south portion of the former Manchester School site), grocery stores, home occupations - Class I and II, offices, personal service businesses, retail stores, restaurants/drinking establishments, stacked townhouses and townhouses.
4. A key element in the revitalization of Manchester is the development of 2 Street SW between 52 and 58 Avenues and portions of 57 and 58 Avenues as an enhanced pedestrian area which encourages a building design that is sensitive to the pedestrian. Therefore wider sidewalks and street furniture are encouraged. Open spaces for private use in the sideyards between apartment buildings are also recommended. Vehicular access to properties on 2 Street SW between 52 and 58 Avenues and on 57 Avenue SW between 2 and 3 Streets should be minimized where possible.

5. Given the proximity of traffic noise from Macleod Trail and industrial noise, new residential developments should meet the Calgary Noise Bylaw regulations for outdoor amenity space and the indoor noise regulations found in the Road and Rail Noise Effects on Housing by the Central Mortgage and Housing Corporation.

6. Provision for bicycle parking, inside residential buildings, is encouraged at a ratio of 0.5 spaces per unit to a maximum of 75 stalls.

7. To encourage small affordable dwelling units, parking relaxations may be granted for apartments and townhouses that are 37.16 square metres (400 square feet) or less. A maximum of 25% of the units (50% for the south portion of the former Manchester School site) may be granted this relaxation.

8. To encourage small commercial uses that cater to local pedestrian traffic, commercial uses in a residential building shall have a maximum of 75 square metres (807 square feet).

9. The parking requirements for restaurants/drinking establishments and other commercial uses contained in Bylaw 2P80 may be reduced by 50%.

10. To support the enhanced pedestrian area on 2 Street and 57 Avenue, landscaping requirements of Bylaw 2P80 should not be relaxed for vehicular parking purposes.

1.4.4 Implementation

1. Crime Prevention through Environmental Design (CPTED) review should be carried out on all development permit applications.

2. See Section 1.8 in the Background and Supporting Information for residential redesignations arising from these policies.

3. Phase I Environmental Site Assessments may be required as part of all land use redesignation and development permit applications.

1.5 Commercial Land Use

1.5.1 Context

Commercial uses in Manchester range from general commercial uses on Macleod Trail and 58 Avenue SW, two-storey office development and the office conversion of older homes and some commercial uses in industrial buildings.

General Commercial Use

General Commercial Uses

Commercial uses on the east side of Macleod Trail and on the north side of 58 Avenue are allowed under the existing land use districts. Such developments can be built to a maximum height of 46 metres (150 feet) where C-3 zoning is in place, This area comprises approximately 9 gross hectares (23 gross acres). Redevelopment of these commercial uses however will be dependent on roadway capacity of the surrounding road network. These commercial buildings would protect this new residential community from traffic noises.

Local Commercial Uses

As discussed in the Transportation Section, transportation constraints will not allow extensive commercial redevelopment in the interior of the Manchester area. Consequently, a restriction on the types and the intensity of commercial uses in some areas is recommended.

One area is a two-block area of Manchester bounded by 52 Avenue in the north, a north south lane in the east, 55 Avenue in the south and 2 Street in the west. This area approximately 1.8 gross hectares/4.4 gross acres has been subject to a change in land use in recent years. While these two half blocks were originally developed as low density residential, some parcels have been the subject of land use redesignations to allow commercial uses. In fact three two-storey office buildings have been built on such parcels. Finally, two of the older homes have been converted to office and restaurant uses.

This area is situated across the lane from existing industrial uses and was identified as subject to higher than normal noise by an independent noise study. While in the past residential development across the lane from existing industrial has been considered acceptable, it is not recommended in Manchester because it cannot be protected from noise and other industrial impacts. Furthermore, these blocks have a poor front yard interface with the rear yards and a large, blank retaining wall of Macleod Trail commercial uses.

Recent Two Storey Office

Local commercial uses are recommended because they would not impact the existing industrial uses to the east. The conversion of the older homes into businesses, offices and live work is also a reasonable solution in the short term. This is consistent with the current demand for office in the Manchester area. The long term policy for these blocks may change to allow residential if the existing industrial uses are replaced with uses that are more compatible with residential.

Possible Local Commercial and Live-Work

1.5.2 Objectives

1. To provide opportunities for commercial development that would serve residents and workers in Manchester;
2. To establish the intensity and role of the commercial areas and to encourage commercial development that is compatible with the nature and scale of adjacent residential areas or within residential buildings;
3. To define the parameters of local commercial, regional commercial and office conversion policy areas; and
4. To prevent residential uses encroaching upon adjacent industrial areas.

1.5.3 Policies

1.5.3.1 General Commercial Policy

A general commercial land use policy is proposed for the east side of Macleod Trail and the north side of 58 Avenue SW (Map 3). Intensive redevelopment of these sites is encouraged provided there is transportation capacity. A transportation impact study shall be submitted with all land use amendment and development permit applications to demonstrate that there is available capacity on the adjacent road network. These sites are ideally situated for taking advantage of the high traffic volumes that are characteristic of Macleod Trail and 58 Avenue. Additionally, the intensive redevelopment of commercial uses on Macleod Trial and 58 Avenue over time

could act as an effective "buffer" that can protect residential land uses to the east from the negative impacts of high traffic volumes.

The landscaping and tree planting requirements of the Land Use Bylaw should not be relaxed in exchange for vehicular parking for commercial properties fronting on Macleod Trail and 58 Avenue.

1.5.3.2 Local Commercial and Live-Work Policies

5300 & 5500 Blocks - 2 Street SW

A policy allowing local commercial uses and the conversion of the existing older homes into businesses, offices and live-work is proposed for the two half blocks bounded by 52 Avenue in the north, the north-south lane between 1A and 2 Streets in the east, 55 Avenue in the south and 2 Street in the west.

Live work allows small-scale business owners/residents to live and work in their residence. A maximum of 50% of the total floor area of the dwelling may be used for business/ office purpose. Uses in live-work situations include music lessons, offices, direct sales of goods produced on site, seamstresses and hairdressers. This use also allows a non-illuminated fascia or projecting sign.

Live work does not allow outside storage, autobody, auto repair, paint and welding shops. Businesses that involve the storage of propane, flammable or combustible liquids are prohibited. Nuisances including electronic interference, dust, noise, odour, smoke, bright lights or anything of an offensive or objectionable nature, which is detectable to normal sensory perception outside the building, would be prohibited.

5320 - 2 Street SW

The long term preferred land use policy for 5302 - 2 Street SW is local commercial and live-work in the existing older dwelling units. The Plan however, acknowledges the previous Council decisions in 1980, 1982, the approved Land Use redesignation (134Z2000) of 2000 and the approved Development Permit (2000-3657) for a 13 storey 99 unit apartment on the site. The current development permit approval will expire in December 2003. It is therefore understood that the local commercial land use policy

preference should not bind this site until after October 2004. If a new development permit for the 13 storey 99 unit apartment is not been applied for by October 21, 2004, Council may request the Administration to proceed with a city-initiated redesignation to change the land use to local commercial and live-work.

1.5.4 Implementation

1. See Section 1.8 in the Background and Supporting Information for commercial redesignations resulting from these policies.

2. Phase I Environmental Site Assessments may be required as part of all land use redesignation and development permit applications.

1.6 Industrial Land Use

1.6.1 Context

The industrial part of Manchester comprises approximately 15 gross hectares (36.5 gross acres). The industrial area is bounded by 50 Avenue in the north, the LRT and CPR railway in the east, 58 Avenue in the south and 1A Street and the north south lane between 1A and 2 Street in the west.

Existing Office Uses

Existing Industrial Uses

This portion of the study area also has transportation constrictions. More intensive industrial development is not recommended, as it would further worsen the existing traffic capacity problems on the adjacent transportation network.

Heavy equipment operators, auto body and paint shops, automotive speciality shops, warehouses, offices, small retail predominate this area. There are signs however, that increasing land prices due to the proximity of Manchester to the downtown, are making this area less desirable for some of the above industrial uses. Some of these industrial uses are being replaced with office development.

1.6.2 Objectives

1. To identify the future land use directions for the existing industrial lands in the study area; and
2. To address the impacts of existing and future industrial development on adjacent residential lands.

1.6.3 Policies

1. A general light industrial and limited commercial policy is proposed for those sites utilizing the I-2 land use designation (Map 3).

1.6.4 Implementation

1. In situations where new industrial uses are to be located adjacent to residential uses, these new industrial developments should be encouraged to locate their buildings adjacent to the lane to minimize noise and other industrial impacts. This would allow the loading, storage and parking to be located in the front of the buildings and away from the residential uses.

2. Phase I environmental site assessments may be required as part of all land use redesignation and development permit applications.

1.7 Urban Design Policies

In general, urban design addresses the relationship between buildings, landscaping, streets, and park spaces to produce compatibility, attractiveness or livability between the physical environment and the people who will be using it. The urban design elements that relate to buildings, the treatment of the public spaces, and their relationship particularly to people, shall be considered both in all public and private developments in Manchester whether they are residential, commercial or industrial. These policies should particularly be applied along 2 Street SW, the enhanced pedestrian area.

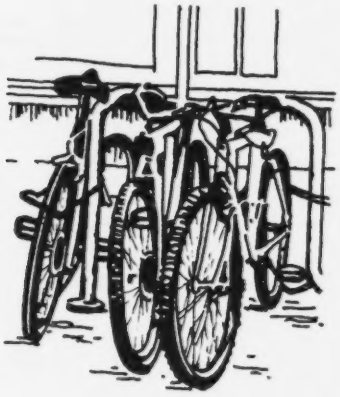
The recommended urban design principles are:

1. The design of new buildings should respect adjacent development in terms of massing, scale, proportion, façade articulation, materials and colour to create a unified streetscape.

2. Each development should establish a clear distinction between public and private spaces.

3. All buildings and primary entrances should be oriented to adjacent public streets to help define the streetscape, reinforce pedestrian activity and reinforce a sense of continuity. Main entrances should not be oriented to interior blocks or parking lots.

4. Developments should be designed to be transit-supportive, pedestrian-friendly and encourage cycling. The purpose being to reduce the dependence on the automobile.



5. Building setbacks are encouraged for wider sidewalks to encourage greater emphasis on pedestrian activities and that would allow benches and street furniture.
6. Weather protection for pedestrians such as canopies should be provided at street level whenever possible.
7. Special features such as trees, landscaping, light fixtures, street furniture, signage, banners, public art or other pedestrian-friendly elements are encouraged.
8. The pedestrian system, public and private spaces, and principle entrances to buildings should be designed to ensure accessibility for the disabled and the elderly.
9. The design of buildings, park spaces, pathways and parking areas should adhere to the principles of Crime Prevention Through Environmental Design (C.P.T.E.D.). Some of the keys principles are outlined below:
    - Encourage "eyes on the street" through the placement of windows, porches and balconies,
    - Avoid blank walls or landscaping that would not allow clear views from the street to public or private parks or parking areas, and
    - Provide adequate security lighting.

1.8 Parks

1.8.1 Context

The area's only school (a 1.24 ha parcel) has been closed since 1973. The playground portion of the site has an area of 0.56 ha. The City owns these lands. There is a City-owned park designated PE (0.49) in the study area, which was formerly occupied by a community association building. The building was removed in 2001.

1.8.2 Objectives

1. To provide an adequate amount of public parks and amenity space in the community.

1.8.3 Policies

1. The park space will be the existing PE site located on 1 Street SW. Additional park space could be made available through possible future roads closures.
2. A linear connection between 2 Street and the PE site is recommended.
3. A community garden would be an appropriate use on the PE site.

A Community Garden is Suggested for the Park Space

Existing Park

1.8.4 Implementation

1. A park development plan should be prepared after consultation with both existing residents and business people working in the area.

2. City staff should be made available to advise local residents and business people on developing the community garden.

MANCHESTER

Supporting Information

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1.0 SUPPORTING INFORMATION

1.1 Preface

Identified as "The Supporting Information", this section provides the background for the policies of the Manchester Area Redevelopment Plan (ARP). The purpose of this section is to describe the context for decisions made regarding land use and traffic. The Supporting Information Pages have no legal status.

1.2 History of the Manchester Community

Manchester began in 1914 as a single-detached low-density residential community within walking distance of Calgary's oldest industrial area, known as the Central Industrial area. By 1940, a majority of the residential dwellings were built on 2 Street. The 1950s initiated a 30-year development phase of industrial warehouse buildings on 1 and 1A Streets.

In 1956 the Manchester elementary School was opened. By 1968, the population was approximately 800 persons. There were 255 dwelling units and 87 preschool students.

With the development of the suburbs in the 1960s and 1970s, living in Manchester close to work lost its appeal. Simultaneously, the population began to decline to where the school has now been closed (1973) and is up for sale.

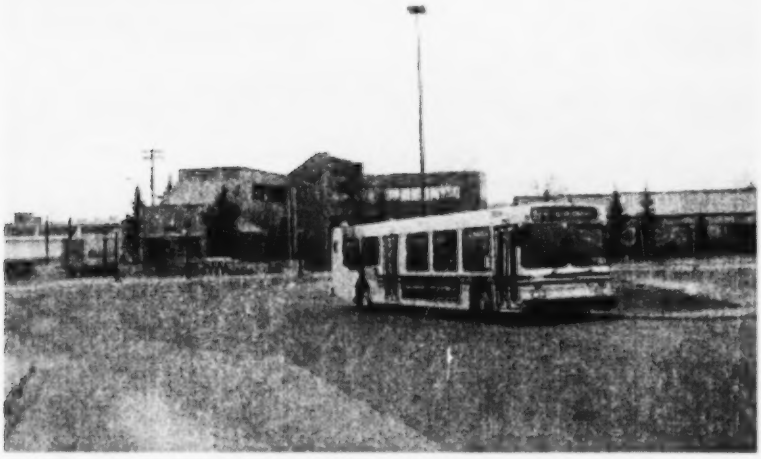
During this transition time, some older homes were removed, some were redesignated for commercial uses and some were converted to commercial uses. Recently new developments have occurred including a 14-storey apartment (1982), three new two-storey office buildings and the conversion of two older homes into business uses. In addition, Manchester has become attractive to industrial uses like carpentry shops, auto body shops and warehouses, with outside storage. However, due to Manchester's proximity to downtown, land values are increasing thereby attracting uses like offices and other commercial uses.

1.3 Policy Direction

The following Council approved policies pertain to the study area:

1. The LRT South Corridor Land use Study (approved in 1980).

   The Manchester study area is included in the LRT South Corridor Land Use Study's Chinook Station Area. While the Manchester study area is just beyond the Station's 400 metre walking distance, it is only a 12 to 15 minute walk to both the Chinook LRT station and Chinook Shopping Centre. The LRT South Corridor Land Use Study's generalized land use concept plan recommended medium density commercial uses with the opportunity for residential bonus. Of note, the LRT South Corridor Land Use Study indicated the existing environmental quality of the area presents concerns to future development, particularly for projects with a residential component. These environmental concerns include the industrial image of the area, noise from the adjacent major thoroughfares, additional traffic from new developments and lack of open space.



Chinook LRT Station

2. The Calgary Municipal Development Plan [MDP] (approved in 1998).

   The MDP contains several policies that pertain to the development of a land use policy for the Manchester area:

   - Encourages development of housing and employment to locations, which lessen the need for new river crossings in the future, (2-2D).
   - In instances where residential and industrial uses are adjacent to one another, and both are appropriately located, industrial firms are required to make a positive contribution to the environment of the surrounding area (2-2.2.6).
   - Directs that where residential uses have developed in close proximity to existing industrial uses, it is important to explore options for mitigating or eliminating any problems or conflicts that may have developed (2-2.2.6).
   - Encourages the provision of affordable housing throughout Calgary (2-2.2.2.1).
   - Encourages sensitive intensification of housing in all neighbourhoods (2-2.2.2A).
   - Protect appropriately located industrial development from undue encroachment of residential development in cases where the nature of the industrial activity requires separation from residential uses (2-2.2.6G).

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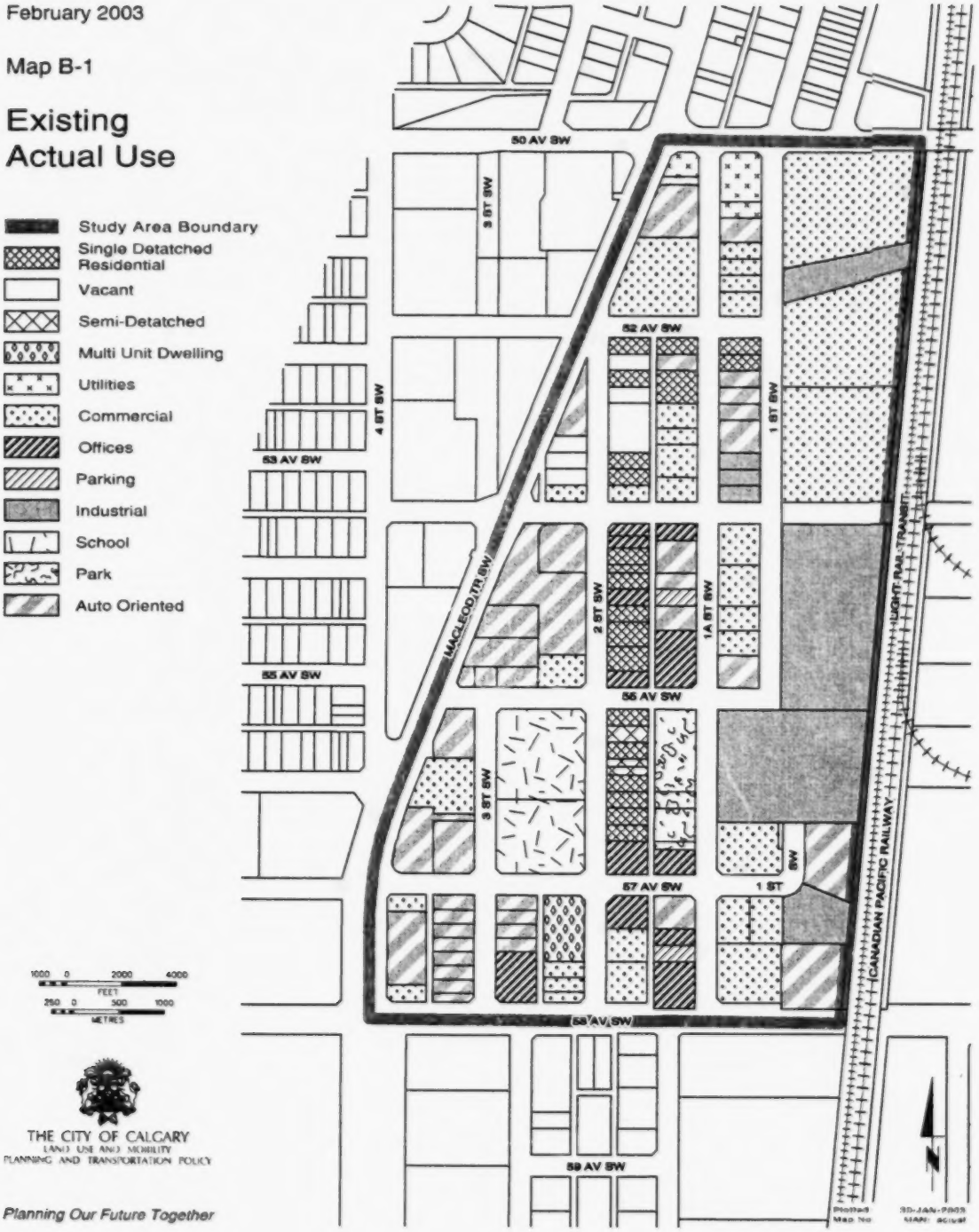
Map B-1

Existing Actual Use



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1.4 Existing Land Use

Manchester includes a broad mix of uses comprising low-density single-detached dwellings, light industrial uses, commercial uses, parks and vacant lands (Map B-1). Industrial uses are located on the east side of the study area adjacent to the CPR tracks. Highway and general commercial uses such as auto related uses are oriented toward Macleod Trail and 58 Avenue. The interior of the community is a mix of low-density single detached dwellings, a fourteen-story apartment, office and commercial uses such as auto body repair shops and auto speciality shops.

1.5 Existing Land Use Districts (Zoning)

The predominant land use district in Manchester is the I-2 (General Light Industrial District) (Map B-2). The next predominant district is the C-3 (General Commercial District) that fronts on Macleod Trail. The majority of DC districts are also commercially oriented (Table 1 below). Of note, some parcels located on the east side of the 5300 and 5500 blocks that were originally designated R-2 (Residential Low Density District), have recently been redesignated to either C-1 (Local Commercial District) or C-2 (General Commercial District).

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Map B-2

Existing Zoning

1.6 Existing Direct Control Sites

There are eleven DC sites in the Manchester study area (Map B-3). Ten of them are for commercial uses and one is for a residential use. Table 1 outlines these DC districts.

Table 1 Direct Control Sites

Site #	Address	Bylaw #	Approval Date	Former Zoning	Approved Uses & Guidelines	Existing Uses
1	5823 & 5827 - 3 Street SW	39	October 1972	R-2	Parking lot.	Car Sales
2	5720 Macleod Trail SW	168	January 1974		Comprehensive planned development with conditions.	Office
3	5824 - 2 Street SW	669	March 1978		Office building with retail commercial uses on the ground floor only.	Office and Retail
4	358 - 58 Avenue SW	736	August 1978	R-2	Office building only. C-1 plus guidelines.	Office (1 Storey)
5	5800 & 5810 - 2 Street SW	861	August 1979	R-2	Office building with retail commercial uses on the ground floor only.	Office (1 Storey)
6	5814 - 3 Street SW	894	October 1979	R-2	Surface parking lot.	Car Sales
7	5819, 5823, 5827 - 2 Street SW	20Z81	January 1981	R-2	C-3 with a maximum of 4 commercial storeys and 12 residential storeys.	Office (3 Storey)
8	303 - 57 Avenue SW	23Z81	March 1981	DC & R-2	C-3 with maximum of 2 commercial storeys and 15 residential storeys.	Calhomes Chinook House (120 units, 14 storeys)
9	5736 & 5740 - 2 Street SW	23Z82	February 1982	R-2	C-2 with maximum FAR of 3 with no more than 1.5 commercial.	Parking Lot
10	5739, 5801, 5802, 5805, 5806, 5807, 5810, 5811, 5815, 5819 - 3 Street SW and 5728 Macleod Trail SW	85Z86	June 1986	DC	Auto storage.	Auto Storage
11	5320 - 2 Street SW	134Z2000	December 2000	DC	99 unit, 13 storey apartment building.	Vacant

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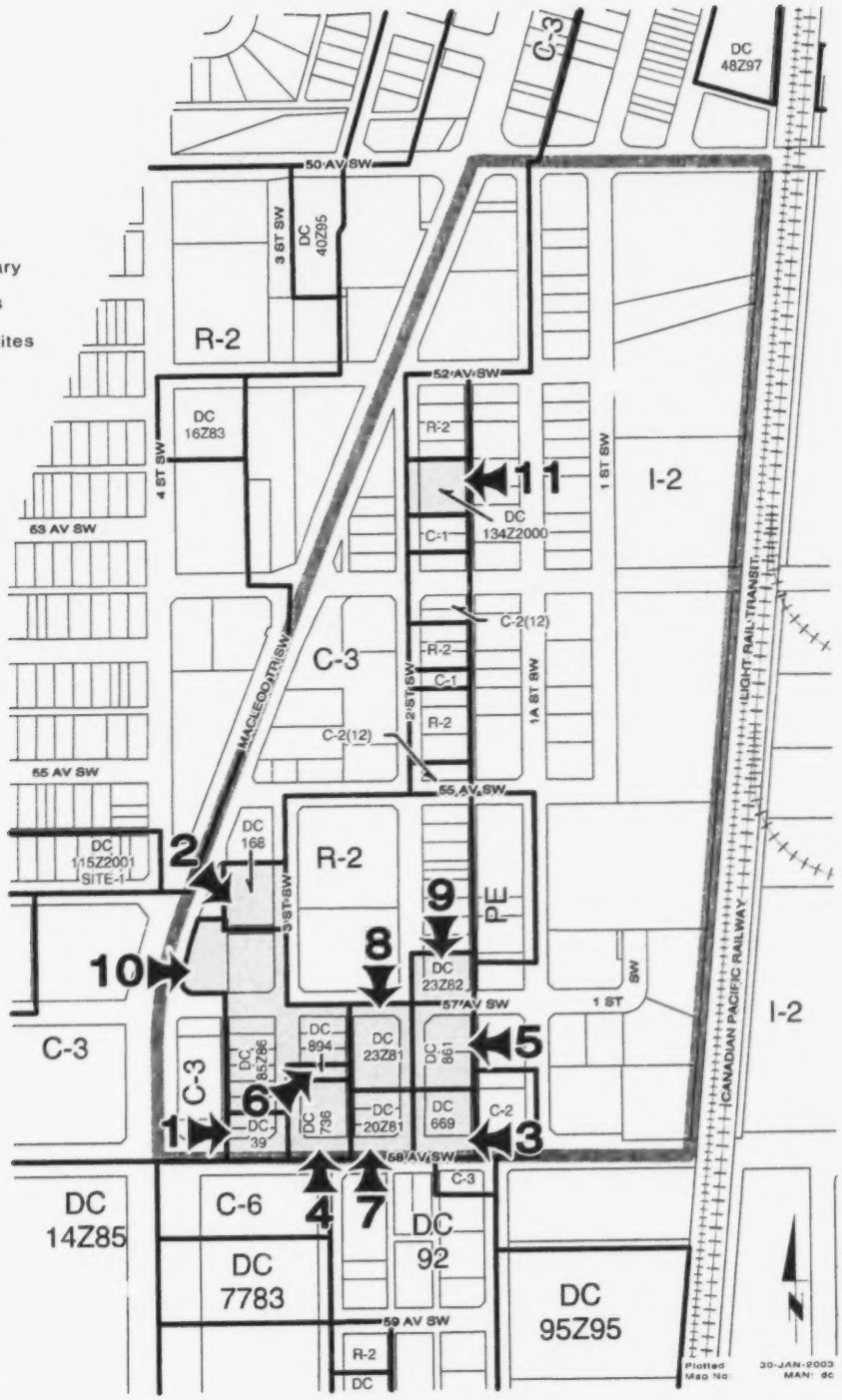
Map B-3

Direct Control Sites

Study Area Boundary

Direct Control Sites

5 For description of sites see Table 4



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1.7 Development Options

Areas in transition like Manchester are challenging to plan. On the one hand, it is an attractive area for medium to high density apartments because of its proximity to Chinook Shopping Centre, the Chinook LRT station (approximately 600 metres "as the crow flies"), employment uses to the north, to the east and to the south and of course, to the downtown. On the other hand, the area's proximity to existing industrial uses makes it less desirable as a residential area because of noise from traffic and other industrial impacts.

As part of the analysis carried to determine the future land use direction, transportation and noise studies were carried out (See 1.9 below). Transportation planners do not recommend changing the land use for the total area to either commercial or industrial uses because of limited capacity on Macleod Trail particularly at the 58 Avenue intersection. Full development of the area either with commercial uses or with industrial uses is seen as contributing to an existing significant transportation capacity problem.

In establishing the long-term land use for Manchester, three land use options were examined. The first was expanding the existing industrial uses and phasing out the older residential uses. The second was expanding the existing commercial uses currently on Macleod Trail and 58 Avenue and phasing out the older residential uses. The third was expanding or intensifying the low density residential to allow medium rise to high rise dwelling units like apartments. Table 2 outlines the advantages and disadvantages of the three options.

Table 2 Comparison of Development Options

Land Use		Advantages		Disadvantages
Industrial	•	The area is adjacent to an existing industrial area.	•	Industrial intensification is limited due to transportation constraints on Macleod Trail and 58 Avenue.
	•	Existing industrial users would benefit from more industrial uses.		
Commercial	•	The area is close to downtown, employment and shopping areas.	•	Commercial intensification is limited due to transportation constraints on Macleod Trail and 58 Avenue.
	•	The area is close to LRT and bus routes on Macleod Trail.		
	•	The area is adjacent to industrial uses where noise or lack of amenities are not a concern.		
Residential	•	The area is close to downtown, employment and shopping areas.	•	The area is adjacent to industrial uses.
	•	The area is close to LRT and bus routes on Macleod Trail.	•	Shortcutting industrial traffic on residential streets.
	•	Macleod Trail provides transportation capacity for high intensity residential uses.	•	The proximity of industrial noise sources.
	•	Residential development would meet Calgary's long term plan of having residential closer to work.	•	Traffic noise from Macleod Trail.
	•	Residential uses could provide affordable housing.	•	The area lacks residential amenities. as compared to other residential areas.

1.8 Proposed Redesignations

Table 3 Sites to be Redesignated Residential

Site #	Location	Existing Designation	Proposed Designation
1.	300 - 57 Avenue SW	R-2	DC (RM-7)
DC (RM-7) to accommodate apartments, apartment-hotels, and townhouses to a maximum of 17 storeys with limited commercial uses on the main floor.			
1a.	307 - 55 Avenue SW	R-2	DC (RM-7)
DC (RM-7) to accommodate apartments and townhouses to a maximum of 17 storeys with limited commercial uses on the main floor.			
2.	5702, 5706, 5712, 5714, 5716, 5720, 5724, 5728 & 5730 - 2 Street SW	R-2	DC (RM-7)
3.	5802, 5806 & 5810 - 3 Street SW	DC 85Z86	DC (RM-7)
4.	5814 - 3 Street SW	DC 894	DC (RM-7)
DC (RM-7) to accommodate apartments and townhouses to a maximum of 17 storeys with limited commercial uses on the main floor and the uses existing on the site as of the date of passage of this Bylaw.			

Table 4 Sites to be Redesignated Commercial

Site #	Location	Existing Designation	Proposed Designation
5.	5302, 5306, 5310, 5314, 5510, 5512, 5514, 5524 5528 & 5536 - 2 Street SW	R-2	DC for Local Commercial and Live-Work
6.	5320 - 2 Street SW	134Z2000	DC for Local Commercial and Live-Work
DC (C-1) to accommodate two storey local commercial uses, the conversion of the existing homes into commercial uses or live-work and the use existing on the site as of the date of passage of this Bylaw.			

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Map B-4

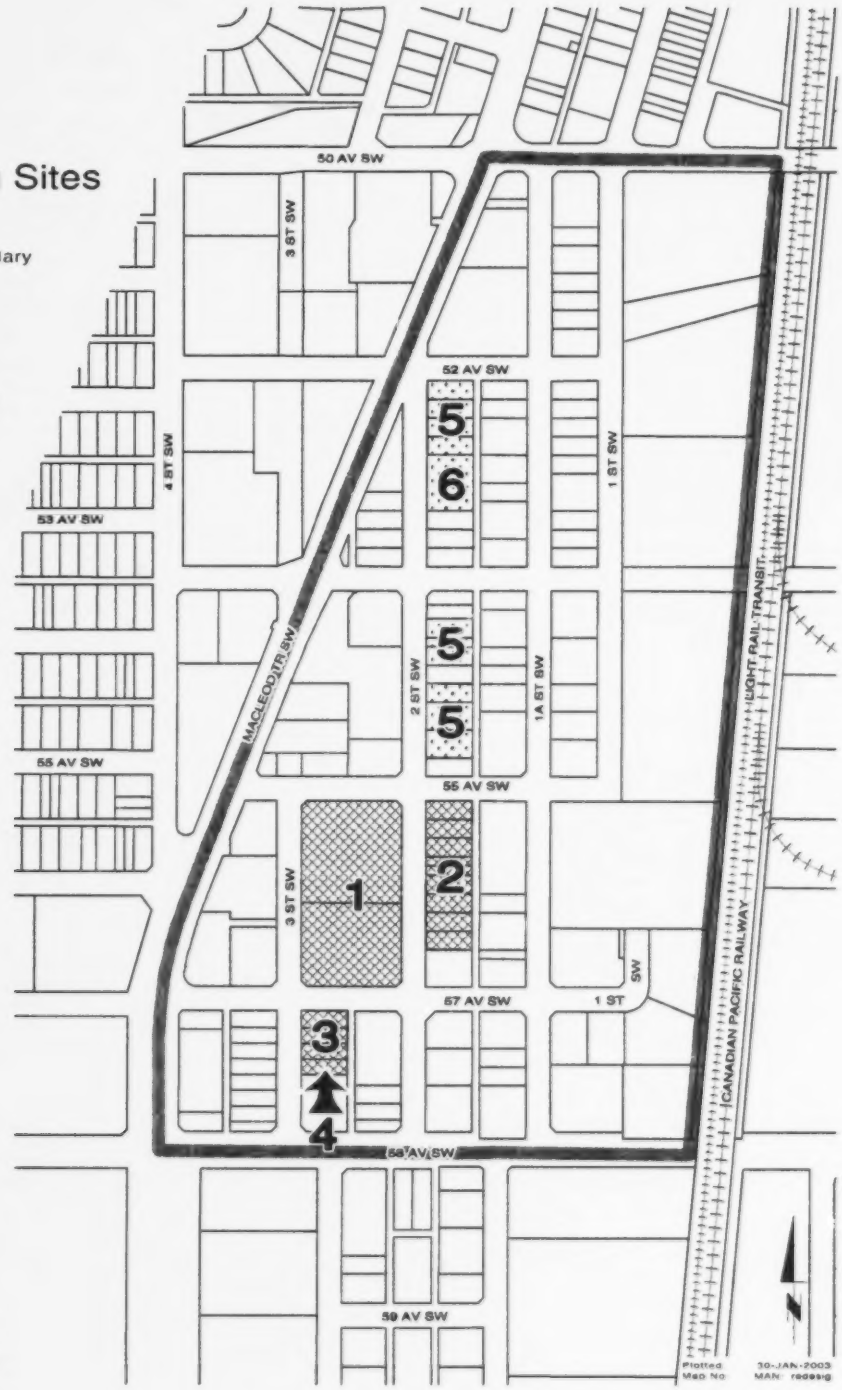
Proposed Redesignation Sites

Study Area Boundary

Residential

Commercial

(See Section 1.8 for details)



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1.9 Traffic and Industrial Noise

An independent acoustical noise consultant carried out a noise study for the City in the Manchester area on December 07, 2000. The measurements focused on the noise impacts from the industrial operations and traffic on Macleod Trail. The analysis indicated that the dominant noise source in the area was traffic from Macleod Trail. Noise emissions from the light industrial operations included air compressors and a dust collector. Map B-5 outlines the noise sources from traffic on Macleod Trail and industrial noise sources across the lane in the 5500 block that need to be addressed.

Due to the time of the year when the noise study was carried out (December), seasonal noise factors such as open bay doors, roof mounted heating, ventilating and air conditioning units, the go-cart track and outside operations at Inland General Construction were not taken into account. They could play a major factor in the overall noise environment. These latter two operations have the potential to be significant noise sources in the evenings and early mornings.

Table 5 provides examples of various noise sources and their noise output. Noise is measured in units called decibels or dB (A), which is a measure of sound pressure sensed by the human ear.

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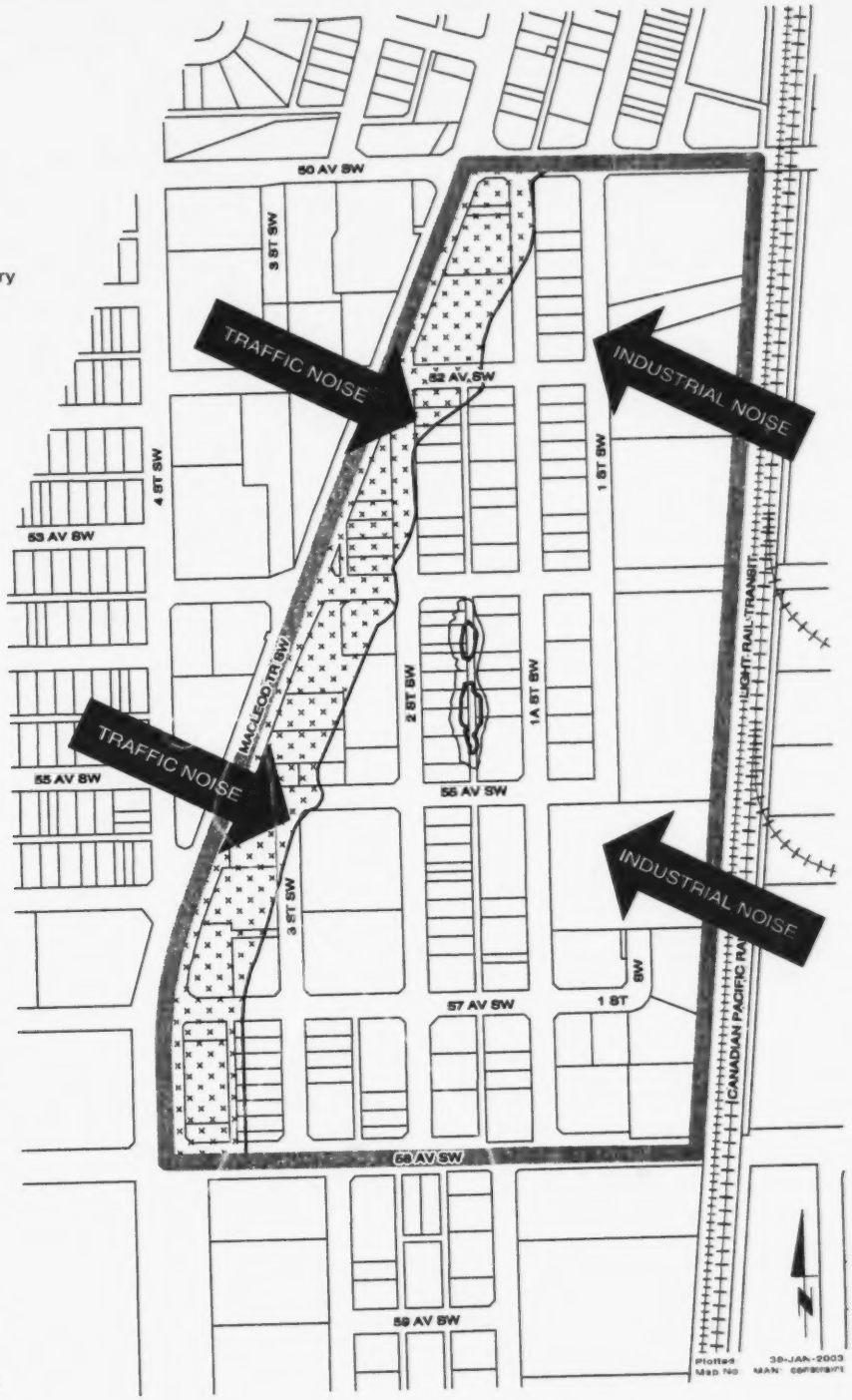
Map B-5

Noise Impacts

- Study Area Boundary
- Traffic Noise Zone
- Industrial Noise



Source: Noise Contours - Patching Associates Acoustical Engineering Ltd.

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Table 5 Examples of Sound Levels

Noise Range dB(A)	Community Noise Sources	Industrial and Home Noise Sources
130-140		Hydraulic press @ 1 metre/3 feet.
120 - 130	Turbo-fan jet at takeoff power @ 30 metres/100 feet.	Oxygen torch in a boiler shop.
110 - 120	Rock and roll band, un-muffled motor-bike @ 1 metre/3 feet.	Scrapper-loader, riveting machine.
100 - 110	Jet fly over @ 305 metres/ 1000 feet.	Noisy newspaper press.
90 - 100	Train whistle @ 150 metres/500 feet, Diesel truck @ 8 metres/25 feet.	Air compressor @ 6 metres/20 feet or power lawnmower.
80 - 90	Steady flow freeway traffic, 10 HP outboard motor, pneumatic drill @ 15 metres / 50 feet.	Garbage disposal, food blender.
70 - 80	Passenger car (65 mph) @ 8 metres/25 feet, truck traffic @ 15 metres / 50 feet, busy downtown area.	Automatic dish-washer, vacuum cleaner.
50 - 60	Large transformer @ 61 metres/ 200 feet.	Business office, window air conditioner in room, average conversation @ 1 metre / 3 feet.
40 - 50	Occasional private auto @30 metres / 100 feet.	Quiet home during evening hours.
30 - 40	Soft whisper @ 1 metre / 3 feet.	Room in quiet house at midnight, bedrooms.
15 - 20	Forest land.	

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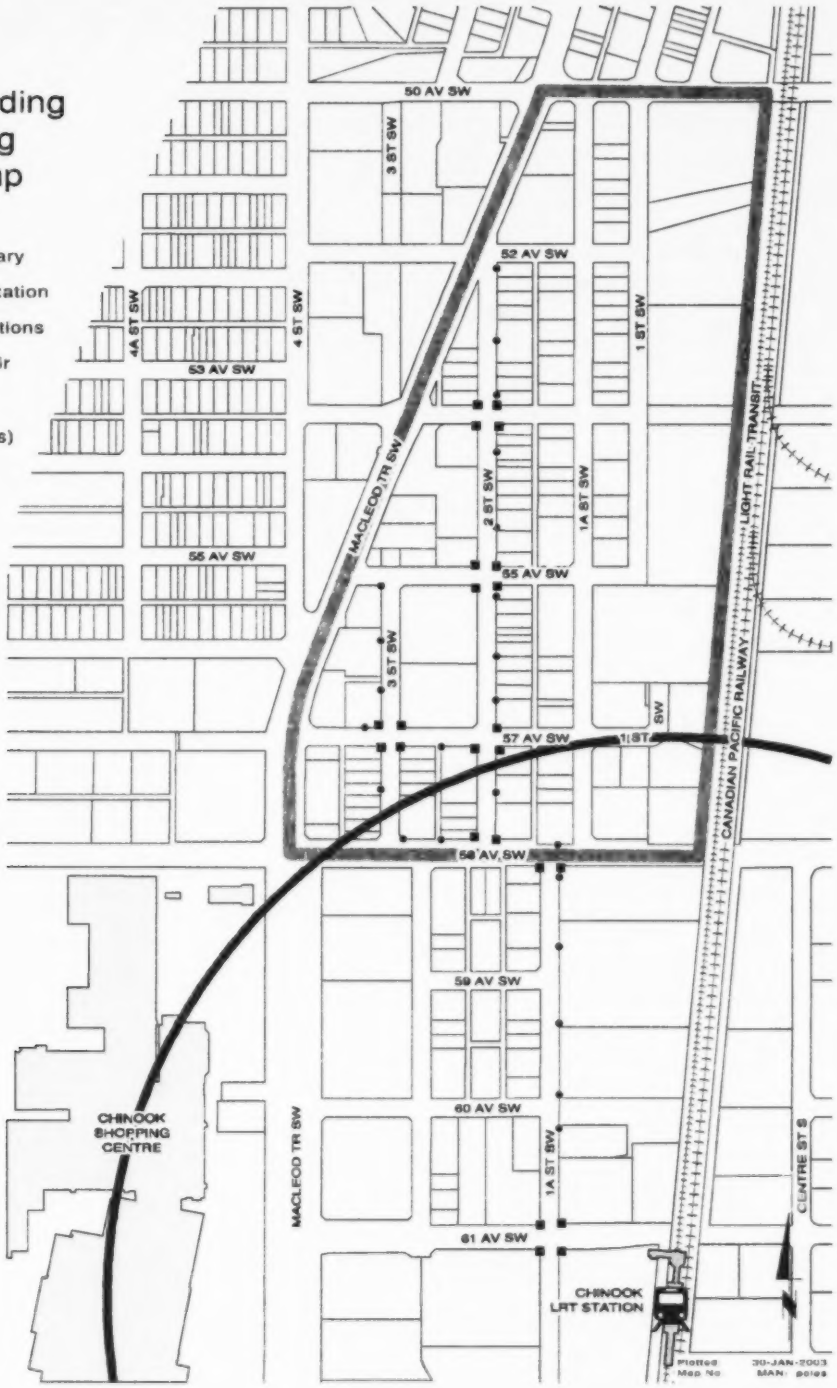
Map B-6

Potential Wayfinding Sign and Existing Wheelchair Ramp Locations

- Study Area Boundary
- 600 m from LRT Station
- Existing Pole Locations
- Existing Wheelchair Ramp Locations

(see Section 1.10 for details)



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1.10 Pedestrian Access of Manchester Residents to the Chinook LRT Station

Concern was raised about the quality of the pedestrian connection to the Chinook LRT Station for current and future Manchester residents. Calgary Transit reviewed this concern and reports that major intersections and curbs between Manchester and the Station are wheelchair accessible. Calgary Transit also agrees that "wayfinding" signage to assist all transit patrons including Manchester residents at locations both in the community and along 1A Street SW between 58 and 61 Avenues would be appropriate (Map B-6). They are prepared to install such signage in 2003 to coincide with residential development.

1.11 Background to Land Use Policies

1.11.1 Residential Policies

For the medium to high-density residential land use policy the RM-7 Residential High Density Multi-dwelling District of the Land Use Bylaw 2P80 may be used as the base district. A DC district however is required for the following reasons:

1. The Plan proposes a density range of a minimum of 148 units per hectare (60 units per acre) and a maximum of 321 units per hectare (130 units an acre) for sites up to and including 4000 square metres in size. This density range would allow both concrete and wood frame construction for sites under 4,000 square metres.

   For sites larger than 4000 square metres, densities recommended range from a minimum of 321 units per hectare (130 units an acre) to a maximum of 395 units per hectare (160 units per acre).

   The RM-7 district does not have a minimum density. A minimum density is seen as a requirement to achieve the goal of a medium to high-density community. See Section 1.4.3.2 of the Plan.

2. The Plan proposes a restricted range of dwelling types (apartments, apartment-hotels, home occupations, townhouses and stacked townhouses). Live-work in the older existing homes, the existing single-detached and semi-detached dwelling are allowed in certain situations. The RM-7 district does not restrict the types of dwelling units allowed. (See section 1.4.3.3 of the Plan).

3. The Plan supports the use of side yards as private amenity space (See section 1.4.3.4 of the Plan).

4. The Plan supports affordable dwelling units by encouraging the relaxation of parking requirements of the Land Use Bylaw 2P80 for units 37.16 square metres (400 square feet) or less. In addition, the Plan limits the maximum number of these smaller dwelling units to 25% of the units on a particular site. Parking relaxations may be granted for up to 50% of the dwelling units for the south portion of the former Manchester School site (See section 1.4.3.7 of the Plan).

5. To encourage vitality in this neighbourhood, the Plan proposes small-restricted commercial uses that cater to the immediate needs of residents living in Manchester or workers from the adjacent industrial area. The assumption is that these patrons are within walking distance of these small commercial uses. These uses will be restricted to the main floor of a residential building. To discourage these uses from expanding and drawing traffic into the residential area from outside the community, these small commercial uses will be restricted to 75 square metres (807 square feet) in size. These small commercial uses may be given a 50% parking relaxation. It is expected that these small commercial uses will not become destination restaurants or commercial uses. Broader commercial needs will be met by general commercial uses located on Macleod Trail, 58 Avenue and the Chinook Shopping Centre (See sections 1.4.3.8 & 1.4.3.9 of the Plan).

6. The Plan proposes the upgrading of 2 Street SW from 52 to 58 Avenues and portions of 57 & 58 Avenues as an enhanced pedestrian area. It encourages private property owners to build wider sidewalks and to install street furniture (see Maps 2 & 3 in the Plan). The Plan also recommends that vehicular access to private property from 2 Street SW be minimized where possible and landscaping requirements not be relaxed for parking requirements (See section 1.4.3.4 of the Plan).

7. Due to its proximity to the Chinook LRT Station and transit on Macleod Trail, the Plan supports the use of alternative modes of transportation. The need for secure parking and storage of bicycles is noted (See section 1.4.3.6 of the Plan).

8. The Plan recognizes that Manchester has a history of industrial activity. New developments must demonstrate that the environmental condition of the site is suitable for residential uses. Consequently, a Phase 1 Environmental Site Assessment may be a requirement for all land use redesignation and developments permit applications (See section 1.4.4.3 of the Plan).

1.11.2 Commercial Policies

1. Local commercial and live-work

   The Plan recommends a change from low density residential to local commercial and live-work for the two half blocks between 52 and 55 Avenues. Maintaining or intensifying the residential uses was not recommended because of the proximity of Macleod Trail and existing industrial uses across the lane to the east. The 5300 block is particularly susceptible to these impacts. The Calgary Health Region (CHR) has identified emissions from auto traffic from Macleod Trail could be a concern in summer when windows and patio doors are open. The CHR is also concerned that certain businesses located in the industrial area could be a source of nuisance and health complaints. Examples include automotive restoration, auto body repair and refinishing, auto servicing and other commercial activities such as wood based manufacturing. These businesses may be a source of noise, dust, odours and toxic emissions. For instance, isocyanate emissions

from auto painting are toxic at extremely low concentrations. Wood finishing lacquers are also toxic and capable of adverse health and nuisance odour complaints (See section 1.5.3.2 of the Plan).

2. The Plan recognizes that Manchester has a history of industrial activity. New developments must demonstrate that the environmental condition of the site is suitable for commercial uses. Consequently, a Phase 1 Environmental Site Assessment may be required for all land use redesignation and developments permit applications for commercial uses (See section 1.5.4.2 of the Plan).

3. 5320 2 Street SW

   The Plan recommends that Council redesignate 5320 2 Street SW from DC for a 99-unit 13-storey apartment (134Z2000) to DC for local commercial uses and live-work. The history of City Council's decisions regarding this site is significant.

   - In 1980, Council approved the South Corridor Land Use Study recommending that the block that includes this site be developed for commercial-residential uses at a 3.0 FAR with 1.5 FAR for commercial and approximately 1.0 FAR for residential use.
   - In 1982, Council redesignated the site for retail-office-residential uses at a higher density of 4.28 FAR (186Z82).
   - In 2000, Council redesignated the site to allow a 99-unit 13-storey apartment (134Z2000). There is an approved development permit for the 99-unit 13-storey apartment that will expire in December 2003.

   The ARP is proposing a local commercial live-work policy for the 5300 block (in which this site is located) and the 5500 block located to the south as they are considered unsuitable for residential uses because of the proximity of Macleod Trail in the west and industrial uses across the lane in the east.

   The proposed redesignation if approved would not allow this 99-unit 13-storey apartment to proceed once the approved development permit has expired in December 2003.

Given the unique history of this site, Council was asked to consider the following options:

a) Approve the proposed redesignation for the site as local commercial and live- work as a better use for this block. (Council's original decisions in 1982 and 2000 did not have the benefit of a community plan from which to evaluate these land use amendment applications); or

b) Delete this site from the list of sites to be redesignated which would leave the existing zoning (DC 134Z2000) in place for the 99-unit 13-storey apartment. (The current owners of the property have requested this). The ARP would need to reflect this change. The rationale for this direction is the two previous decisions that Council has made in 1982 and 2000 for high rise residential on this site; or

c) Redesignate the site to allow either the 99-unit 13-storey apartment or the local commercial uses. This alternative would allow the owner to either build the 99-unit 13-storey apartment or a two storey local commercial development. The ARP would need to be amended to reflect this change.

Calgary Planning Commission at its February 6, 2003 meeting recommended

> "changes to the proposed Manchester Area Redevelopment Plan which will express the preferred land use policy for 5320 2 Street SW as local commercial/live-work, acknowledging the existing Direct Control land use redesignation (134Z2000) and Development Permit (2000-3657) for a 99 unit, 13 storey apartment development"

This recommendation added a fourth option for 5320 2 Street SW which was the option approved at Council on March 10, 2003 (Bylaw 4P2003).

Reference to 5320 2 Street is found in Section 1.5.3.2 of the Manchester Area Redevelopment Plan.

1.11.3 Industrial Policies

The Plan recognizes that Manchester has a history of industrial activity. New developments must demonstrate that the environmental condition of the site is suitable for industrial uses. Consequently, a Phase 1 Environmental Site Assessment may be a minimum requirement for all land use redesignation and developments permit applications for industrial uses (See section 1.6.4.1 of the Plan).

1.12 The Future Residential Community

The residential community is approximately three gross hectares/ nine gross acres. The densities allowed range from 148 units per hectare to 395 units per hectare. The RM-7 high rise apartment district is recommended as the appropriate land use district. Using an occupancy rate of 1.75 person per unit, the built out population would range from approximately 780 persons to approximately 2,074 persons.

1.13 Public Consultation Process

All property owners and residents were informed of the land use study. Open houses were held in November, 2000 in the Windsor Park community hall, in May, 2001 at the Inland Construction offices located at 5340 1 Street SW and in November, 2001 at City Hall. A draft for discussion plan was mailed out to all interested landowners in the fall of 2001. Affected property owners and adjacent property owners were re-contacted in 2003.

Planning staff tried to organize a community planning advisory committee but were unsuccessful in attracting enough interest from residents and property-owners.

1.14 Council Approvals March 10, 2003

Manchester Area Redevelopment Plan (Bylaw 4P2003)

The ARP was approved by Council with:

- an instruction to the Administration to "prepare a comprehensive handbook of public improvements for the commercial, residential and industrial areas suitable for use as an amendment in the Manchester Area Redevelopment Plan."
- a motion to "include in the handbook of public improvements methods to obtain a linear pedestrian connection between the enhanced pedestrian area on 2 Street and the park on 1A Street in the Manchester Area Redevelopment Plan study area."

Manchester Redesignations (Bylaw 28Z2003)

The redesignations were approved as a Direct Control District under one bylaw with four different sites as follows:

Site 1 R-2 to DC(RM-7)

The south portion of the former Manchester School site (300 57 Avenue SE) was redesignated from R-2 to DC to allow townhouses, apartments, apartment-hotels, and small commercial uses. The density allowed is between 321 units per hectare (130 units per acre) and 395 units per hectare (160 units per acre) with a maximum height of 17 storeys. Parking requirements may be reduced by 50 percent for commercial uses and small residential units.

Site 2 R-2 to DC(RM-7)

The north portion of the former Manchester School site (307 55 Avenue SE) was redesignated from R-2 to DC to allow townhouses, apartments, and small commercial uses with a maximum height of 17 storeys. The densities allowed are:

- For sites up to 4,000 square metres – between 148 units per hectare (60 units per acre) and 321 units per hectare (130 units per acre).
- For sites over 4,000 square metres - between 321 units per hectare (130 units per acre) and 395 units per hectare (160 units per acre).

Parking requirements may be reduced by 50 percent for commercial uses and 25 percent for small residential units.

Site 3 R-2 and DC to DC(RM-7)

Nine parcels on the east side of the 5700 block of 2 Street were redesignated from R-2 to DC and four parcels in the 5800 block of 3 Street were redsignated from DC to DC to allow the existing uses plus townhouses, apartments, and small commercial uses with a maximum height of 17 storeys. The densities allowed are:

- For sites up to 4,000 square metres – between 148 units per hectare (60 units per acre) and 321 units per hectare (130 units per acre).
- For sites over 4,000 square metres - between 321 units per hectare (130 units per acre) and 395 units per hectare (160 units per acre).

Parking requirements may be reduced by 50 percent for commercial uses and 25 percent for small residential units.

Site 4 R-2 to DC

Ten parcels on the east side of the 5300 and 5500 blocks of 2 Street were redesignated from R-2 to DC to allow the existing uses, two storey limited local commercial uses and the conversion of the existing homes into commercial uses. Parking requirements may be reduced by 50 percent for commercial uses.

5230 2 Street (134Z2000) was not redesignated.

1.15 Acknowledgements

The Administration would like to publicly acknowledge the contribution of the following in preparing the Manchester Area Redevelopment Plan:

- Tess Sjostrom for her drawings,
- Richard Anderson, Stephen Aird and Bruce McKenzie from Poon-McKenzie Architects for their urban design contributions,
- Richard Patching for the traffic and industrial noise work, and
- Brenda Etherington, Ekke Kok, Bruce McDougall, Keath Parker, Jack Scissons, Alison Smart, Gae VanSiri and Elizabeth Ziegler from The City of Calgary.